

# EPA Diesel Fuel Effects Analysis Workshop

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# Presentation Outline

- On-Highway Diesel Fuel
- Nonroad Diesel Fuel
- Diesel Fuel Parameters
- Conclusions



# On-Highway Diesel Fuel

- EMA Supports Nationwide, Harmonized Ultra-Low Sulfur Diesel (ULSD) Fuel
- Nationwide Availability of ULSD with No More Than 15 PPM Sulfur Cap Needed As Soon As Possible
  - To Enable Aftertreatment Technology
  - To Allow Pull-Ahead Technology
- ULSD Fuel Must Be Available Nationwide No Later Than June 2006



# Nonroad Diesel Fuel

- EPA Must Make an Immediate Decision on Nonroad Program and Fuels
- Nonroad Fuel Standard Will Dictate Available Emissions Control Technologies
- Reduction from 3300 ppm Sulfur Average Necessary to Meet Tier 3 Standards
- Use of On-Highway-Like Technologies to Reduce Emissions Will Require ULSD



# Diesel Fuel Parameters

- EMA Supports World-Wide Fuel Charter
- Emissions Benefits Can be Derived From Cetane and Aromatic Content Changes
- Changes Should be Implemented on a National Basis to Avoid Boutique Fuels
- Changes Cannot Delay ULSD Introduction



# Conclusions

- Nationwide Availability of ULSD Fuel Must Be EPA's First Priority
- USLD Needs To Be Available No Later Than June 2006
- Creation of Boutique Fuels Should Be Avoided
- EPA Needs To Determine Nonroad Fuel Standards

